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號三十月八年九零百九千一英

HONGKONG, FRIDAY, AUGUST 18, 1909.

日八廿月六年元統宣

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SCOTCH WHISKY.

SOLE AGENTS IN  
HONG KONG, CHINA & MANILA.  
A. S. WATSON & CO., LTD.  
Hongkong, May 1, 1917.

THE CURRENCY QUESTION.

Concurred Action Pending.

The following letter has been received  
by the Hongkong Chamber of Commerce  
from the Tientsin Chamber:—

I have the honour to invite the co-operation  
of your Chamber on the currency  
question, which is a matter of vital interest  
to all the commercial communities in China.  
The question has again been brought vividly  
before this Chamber by the wholesale  
depreciation of the local currency, and  
matters have reached an extreme. In  
inviting your co-operation you will perhaps  
allow me to explain in some detail the present  
situation of the local currency.

The fineness of the local Hongkong Hua  
Pao is supposed to be 992, and the  
shoes are 80 stamped, but no control has  
for some time been exercised over the  
minting shops, and the result has been  
depreciation to anything round about 800.

In February 1908 the Commissioner of  
Customs issued a notification (vide p.p.  
49/50 of our 1908 Year Book) that owing to  
the deterioration of the local currency, a  
stamp would be imposed on all duties.  
It was not until September 1908, after  
much agitation, that this illegal charge  
was done away with, but we were  
unable to induce the Chinese Authorities  
to acknowledge their liability for the  
currency, in spite of the fact that all  
minting shops were required to hold  
licences from them. Since that date a  
so-called minting fee of 8% has been  
charged on all duties, and we have, up to  
the present, been unable to secure the  
abolition of this impost.

No steps have been taken to recall the  
debased sycee, nor efficiently control the  
issue of new sycees. A proclamation was  
issued by the Huiyuan Tao in March 1908,  
(vide p. 142 of our 1908 Year Book), which  
ordered the minting shops to issue sycees of  
992 fineness, but this proclamation has been  
a dead letter. The position then is this:  
That the former currency of debased sycee,  
lower than 992, which formed the currency  
of the port has been demonetised and that  
no effective steps have been taken to re-  
place same by a new currency. This has  
led to a state of confusion in all financial  
transactions to the detriment of trade.  
Things have reached such a pass that a  
payment of Tls. 1,000,000 recently required  
to be made on Chinese Government ac-  
count to one of the banks could not be  
made owing to their having no sycee of the  
required fineness.

On 18th instant, a special meeting of  
members of this Chamber was held, and a  
long resolution was adopted demanding  
that the debased sycee shall be recalled,  
replaced and replaced, and that an efficient  
control of all sycees minted in future should  
be maintained. I have the honour to send  
you under separate cover copies of corres-  
pondence, and of the minutes of the  
meeting referred to.

The Committee was instructed to invite  
the co-operation of the other Chambers in  
China, and I feel confident in laying the facts  
before your Committee that they will wel-  
come the opportunity to co-operate with  
us in urging the Diplomatic Corps in  
Peking to insist on the long promised  
reform of the currency being carried into  
effect. There is a strong feeling in this  
Chamber that we can go on writing des-  
patches interminably, without producing  
any effect, and, as one speaker pointed out  
at our recent meeting, the foreign com-  
munity have a very powerful lever in the  
payments they make to the Customs. If  
our united representations again bear no  
fruit, it might be worth considering whether  
combined action of all the Chambers  
in the manner indicated would be advisable.

The minutes of the meeting forwarding to  
you will, I think, give an idea of the serious  
financial situation here, and, as the agent  
of one of the banks pointed out, breaking  
point may be reached at any moment. I  
feel confident in approaching your Chamber  
that we shall have your full support in  
another united endeavour to secure the  
long promised currency reform. We are  
communicating in the above sense with the  
Chambers of Commerce at Shanghai, Har-  
bin, Tientsin, Newchwang, London, and  
Manchester, and I feel hopeful that if we  
unite in taking firm action we shall be able,  
under the new Chinese regime, to secure  
the desired reform.

After acknowledging the letter the  
Hongkong Chamber replied as follows:—  
I have now the honour to reply to your  
letter dated 28th June, 1909, on the ques-  
tion of Currency Reform in China.

My Committee are fully prepared, as  
they have always been, to take part in any  
concerted action having for its object the  
improvement of the present state of affairs  
in which you are so deeply interested. It is pro-  
vided that the present endeavour will take the  
form of a joint memorial, and my Com-  
mittee will be glad to receive a draft of it  
in due course.

SOLD THE WORLD OVER.

We have in stock many bottles and  
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White, A. prominent, and others of the  
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Hongkong, July 7, 1909.

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For the Bath and all Toilet Purposes.

**NESTOR SANITARY FLUID**

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Meals \$1 each.

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Hongkong, November 12, 1909.

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THE TRANSLATIONAL CLERK.

Translated by F. J. LITTLE, P.H.D.

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A THOROUGHLY FIRST-CLASS AND UP-TO-DATE HOTEL.  
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Billiard Room. Monthly Rates for Tiffin and Dinner.  
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FRANCISCO TSE YAT, General Manager.

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Hongkong, January 9, 1906.

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English c. ft. each) of rubble stone

and of 3200 tons of broken stone under

the following conditions and specification.

**QUALITY OF STONE.** To be hard

and clean. Sample to be submitted with

tender. No stone will be paid for not

strictly to sample.

**RUBBLE.** No piece to exceed 10 in. x

10 in.

**BROKEN STONE.** To pass through

2½ in. ring.

**CONTRACT.** To be completed within

six months of signing.

**DEPOSIT.** 10% of value of contract to

be deposited in cash as security.

**PLACE.** Stone to be stacked within

500 ft. of river bank at Railway crossing,

Lohu.

**PAYMENT.** To be monthly and by

measurement.

**CONTRACT FORM.** To be the Rail-

way standard. The undersigned does not

bind himself to accept the lowest or any

tender, which should be delivered before

August 31st, 1906.

**FRANK GROVE,**

Engineer-in-Chief, Canton.

Canton, August 11, 1906.

HONGKONG AND SHANGHAI BANK-

ING CORPORATION.

NOTICE IS HEREBY GIVEN THAT THE

ORDINARY HALF-YEARLY

MEETING OF THE SHAREHOLDERS IN

this Corporation will be held at the CITY

HALL, Hongkong, on SATURDAY, the

21st day of August, 1906, at Noon, for the

purpose of receiving the Report of the

Court of Directors together with a State-

ment of Accounts to 30th June 1906.

The REGISTER OF SHARES of the

Corporation will be CLOSED on MON-

DAY, the 21st August to SATURDAY, the

21st August, 1906, (both days inclusive),

during which period no transfer of Shares

can be registered.

By Order of the Court of Directors,

J. R. M. SMITH,

Chief Manager.

Hongkong, July 31, 1906.

HONGKONG AND WHAMPOA DOCK

COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY

MEETING OF the Shareholders will be

held in the Office of the Company, Queen's

Building, Connaught Road, on MONDAY,

23rd August, at 12 o'clock Noon, for the

purpose of receiving the Report of the

Court of Directors and the Statement of

Accounts to 30th June 1906.

The REGISTER OF SHARES of the

Company will be CLOSED on MONDAY,

the 21st August to MONDAY, the 21st

August, 1906, (both days inclusive),

during which period no transfer of Shares

can be registered.

By Order of the Court of Directors,

GEO. A. CALDWELL,

Acting Secretary.

Hongkong, July 10, 1906.

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Hongkong, Dec. 20, 1907.

1489

## THE RELIGION OF THE SIKHS.

In these days of stress and struggle it is

but rarely that a man has either the op-

portunity or the resolution to spend sixteen

years upon a single book, and yet that is

the space of time which Mr. M. Macauliffe

has given to his religious history of the

Sikhs and translation of their sacred

writings, which is now ready for public-

ation, and is about to be issued by the

Clarendon Press at Oxford. Mr. Macauliffe

belonged to the Punjab Civil Service, and

spent the earlier years of his career in the

Sikh Districts of that Province. He be-

came interested in the Sikh religion and

literature, and sixteen years ago resigned

his post in the Civil Service in order

to devote himself to a translation of

the Granth, or Sikh Bible. In this object

he has had ever since the co-operation

of the leading Sikh Princes, religious leaders

and scholars; and the work is, therefore,

to all intents and purposes, the output

of the Sikhs themselves, financed with private

money and printed by private enterprise.

One of the most unbending rules of the

British Government in India is that of

religious neutrality. Gibbon says that in

the time of the Roman Empire all religions

were regarded by the common people as

equally true, by the philosophers as

equally false; and by the Magistrates as

equally useful: in the British Empire in

India all religions, of Hindu and Mahome-

dan, Sikh and Parsee, Christian and

Buddhist, are regarded as being on an

even footing, and no one of them is to

receive more official encouragement than

another. For this reason the Punjab

Government have preserved an attitude

of benevolent neutrality towards Mr. Macau-

liffe's work; and, though Lord Kitchener

has personally encouraged the author, the

Indian Government have held aloof.

Nevertheless, there can be no doubt that

the Sikhs, as the most loyal and most

martial of all the races of India, are of such

importance to our rule in India that the

support which has been withheld by British

officials should be extended by the British

people to a work of great erudition, great

religious interest, and great political im-

portance.

The fifteenth century was an age of mental

and moral upheaval all over the world. At

the very time that Luther and Calvin were

working for reform in Christianity, Guru

Nanak, the first of the Sikh prophets, began

to point out the errors that had crept into

Hinduism and inaugurated the reforming

movement of Sikhism. He is the Luther of

the East, and Sikhism bears to Hinduism

much the same relation as Protestantism to

Roman Catholicism. Nanak succeeded

by nine other Gurus, the tenth and last

Guru Gobind Singh, being the greatest of

all. It was he that made Sikhism into a

united religion, turned upon his Mahome-

dan persecutors with the sword, and

initiated the Pahal, or Sikh-rise of bap-

ti, which is to-day the test of the true

Sikh. When the militant faith of Gobind

Singh was united to the military genius of

Ranjit Singh, the Lion of the Punjab, the

Sikh Army became the greatest in India,

next to the British, and swallowed up the

whole of the Punjab. So long as Ranjit

Singh lived, he recognised the British power

and avoided a conflict; but his death led al-

most immediately to the outbreak of the two

Sikh wars, in which we met the sternest foe

that we ever encountered in India, and in

which Lord Gough more than once narrowly

escaped disaster. Even then the loyalty

of our Hindus and Sepoys was tottering;

they sympathised with their Sikh co-

religionists, and their unsteadiness in the

field led to the wholesale sacrifice of British

Regiments. But the Sikhs learnt to respect

the British Troops on the bloody fields of

Sobraon and Gujrat, and eight years later,

when the Mutiny broke out, it was their late

foes who stood most loyally by the English

and enabled them to hold the Punjab

for the Empire, until help arrived from

across the seas. Ever since then the Sikhs

have been of the greatest support, as

soldiers, policemen, agriculturists and

colonists. Without the subtlety of the







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Gentlemen's  
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Neckwear.

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WINE &amp; SPIRIT MERCHANTS.

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A Blend of the Finest Pure  
Malt Whiskies distilled in  
Scotland

OF

GENUINE AGE  
AND  
FINE MELLOW  
FLAVOUR.

PER DOZEN \$16.50.

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VICTORIA

CINEMATOGRAPH

PREMIER HALL OF HONGKONG.

The Celebrated Australian Artists

PHILLIPS SISTERS.

SISTERS LEE

SISTERS COLEMAN.

NEW FILMS.

Hongkong, March 6, 1909.

To Keep in Touch  
With Home.

BUY A

VICTOR TALKING  
MACHINE.

A STOCK OF OVER

200 MACHINES

AND

10,000 RECORDS

TO SELECT FROM.

EASY PAYMENTS

CAN BE ARRANGED.

S. MOUTRIE &amp; CO., LD.

Hongkong, April 16, 1907.

THE CITY OF PARIS,

2, PEDDER STREET.

PHONE No. 536.

CHEAP SALE

20 %

OFF EVERYTHING.

BUSINESS NOTICE.

RATES OF SUBSCRIPTION.

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CHINA MAIL (daily) \$3.00 per month;

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Free delivery to all addresses accessible

by messenger, including all Peak, Kowloon

and Quarry Bay residences.

Single copies, Daily, ten cents; Weekly,

thirty cents; for cash.

Telegraphic Address, "MAIL," Hongkong,

Code, A. B. C., fifth edition.

TELEPHONE No. 22.

CHINA MAIL, LIMITED.

MEMOS FOR TO-MORROW.

Auction.

11 a.m.—Auction of Household Furni-

ture, etc., at No. 2, Fairview, Nathan

Road, Kowloon.

Amusements.

9 p.m.—Performance at the City Hall.

General Memoranda.

MONDAY, August 16.—

2.30 p.m.—Auction of Household Furni-

ture, etc., at Cornhill, Quarry Bay.

Goods per *Kiungwa* undelivered after this

date subject to rent.

TUESDAY, August 17.—

Goods per *Buclov* undelivered after this

date subject to rent.

Goods per *Borgio* not cleared at 4 p.m.

on this date subject to rent.

WEDNESDAY, August 18.—

2.30 p.m.—Auction of Japanese Caros,

etc., at Mr Geo. P. Lammer's Sales

Rooms.

THURSDAY, August 19.—

3 p.m.—Auction of Steam Launch *Swallow*

alongside Queen's Statue Wharf.

FRIDAY, August 20.—

Goods per *Specia* undelivered after this

date subject to rent.

SATURDAY, August 21.—

Noon.—Meeting of The Hongkong and

Shanghai Banking Corporation at the

City Hall.

MONDAY, August 23.—

Noon.—Meeting of Hongkong &amp; Whan-

pos Dock Co., Ltd., at Co.'s Office.

The China Mail.

Hongkong, Friday, August 13, 1909.

ANTUNG AND MUKDEN RAILWAY

STATEMENTS.

On Thursday evening we were able to

reply before our readers the full official

statement published by the Foreign

Office in Tokyo regarding Japan's atti-

tude in the Antung-Mukden Railway

affair and at the same a telegraphic

summary of the statement issued in

reply by the Wai-wu-pu in Peking.

Both statements fully bear out what has

already been written regarding the posi-

tion taken up by either Power in the

course of the warlike negotiations.

Japan in her communique to the press

describes the line as being 185 miles in

length, with a gauge of 2 feet 6 inches

and then proceeds to state the circum-

stances under which it was built. It was originally a purely military line hastily laid down during the Russo-Japanese war of 1904-5 and to avoid the construction of tunnels and bridges, for which there was no time, the line was given a wide detour, involving many steep gradients and short and sharp curves. "Owing to these defects there is naturally frequent danger of derailment. The hauling capacity of the locomotives is very small, three or four cars constituting a maximum train and in some portions of the line where the grades are steep, trains have to be divided into two or more separate hauls. The speed capacity of the engines is also necessarily very low, while travel on the line by night is impracticable. Transit between Antung and Mukden requires two full days."

The war being over and peace declared, Japan was anxious to remedy the defects in the railway and to convert it into a line suitable for the exigencies of commerce. For this purpose Count Komura, in negotiating the treaty of Peking—which followed as a natural sequel to the treaty of Portsmouth—had inserted a stipulation providing for the improvement of the line. The improvements which Japan considers must be made set forth plainly and at length. The statement reads:—"Improvements which are absolutely essential include the building of bridges, boring of tunnels, straightening and grading of the line, and the changing of the gauge similar to the Korean and South Manchurian Railway systems. With these improvements the distance will be shortened, time of transit between Antung and Mukden reduced from two full days to eight or nine hours and the general efficiency of the line will be established. Without them the Railway will remain as at present entirely useless for commercial purposes."

It all seems very reasonable yet China procrastinated and objected till finally a mixed Chinese-Japanese Commission was appointed to survey the route. Even then China found opportunities for delay and finally Japan decided to proceed without her co-operation.

China's answer to this exposition of Japan's position is that she has no objection to the change of gauge if the gauge of the Peking-Mukden line is adopted, but she objects altogether to any change in the route. This refers, we presume, to the straightening and grading of the line, the cutting off of corners by tunnelling, all of which are absolutely necessary if the line is to be of any commercial use. We expect, however, that in the negotiations about to be reopened that this point will not be adhered to by China, though we admit that it is an ominous fact that as recently as June 24th last she informed Japan that no broadening of the gauge could be permitted.

A more troublesome point refers to the policing of the railway. Both Russia and Japan have the right at present to station railway guards along the portion of the route of the Manchurian railway line which they respectively control. It was rendered absolutely necessary owing to the ravages of the Hunghutze, ravages which China was absolutely unable to punish, much less put down. Now that the country has relapsed into a more normal condition and the depredations of the Hunghutze are few and far between China is inordinately anxious that the railway guards should be abolished or at least replaced by Chinese soldiers. To this neither Japan nor Russia can consent so long as they retain possession of the main trunk line of the Manchurian railway and are responsible for the good and peaceful government of the railway zone. The objection holds good of course for the Antung railway also. It is a sore point with China, especially in these days of the "Rights Recovery" mania, for the presence of the foreign railway guards indicates that she has temporarily lost the sovereignty of the region through which the railway passes. Reading between the lines of the two statements we gather that China pressed this question of railway guards and

police authority to quite an unruly length, for in her final statement she makes the unequivocal declaration that Japan is merely using the commercial aspects of the Antung-Mukden line as a pretext, her real motives being strategical, in other words, that she wishes to use the line for military purposes. Considering that Russia and Japan had agreed at Portsmouth to a treaty of peace which should run for ten years, and that France, England and America have entered into agreements with Japan to respect the integrity of China, we are somewhat reluctantly driven to accept the suggestion that another Power is speaking in this matter, using China as a mouthpiece—a willing mouthpiece at that, so all appearances. There were many people in the Far East who prophesied when the Portsmouth peace treaty was signed that we were but entering on a ten-year truce, and that at the end of that period Russia and Japan would be again at grips. We cannot say we endorse that view of the situation, at the same time it is certainly singular, all things considered, that China should be so obstinate in declaring that Japan's object in rebuilding the Antung-Mukden railway is really military not commercial. Her inspiration may have come from St. Petersburg, or it may not. At any rate, Russian diplomats are evidently perturbed at the turn of events and are said to be intervening both in Tokyo and in Peking, being animated by a laudable endeavour to find a peaceful solution. That their efforts will meet with a successful termination seems highly probable, if the telegrams printed last evening contain any indication of the real aspect of the present situation.

Peking "hopes for an amicable settlement," in Tokyo "it is expected that a settlement satisfactory to both parties will be arrived at"—and where two people honestly set out with the intention of finding a practical exit from a difficult situation that exit is generally to be found. Of course that is the crux of the whole question, is China honest in her declarations?

## FUNERAL OF MR ERICH GEORG.

The mortal remains of the late Mr Erich Georg were laid to rest on Thursday evening in the Protestant cemetery, Happy Valley. Rev. Pfarrer Leuchner, acting chaplain of the Berlin mission, officiated. There was a very representative gathering at the graveside, members of the German and British mercantile communities assembling to pay the last tribute of respect to a man who had won the esteem of all for his high integrity and genial disposition. The mourners included Dr. Vorstsch, (German Consul), Mr. von Wiser (Austrian Consul), Sir Paul Chater, Messrs E. J. Hughes, T. Hough, W. Clarke, Rose, Schwartz, W. Helms, Nielsen, N. S. S. G. Engel, H. Brodersen, Melcher, Jensen, A. Kohn, K. Dalmers, C. R. Lenzmann, Baudou, F. Schwarzkopf, J. C. Kitzmann, C. Schreiber and others.

## SOCIAL AND PERSONAL.

On July 15 Colonel John Bower, the oldest retired officer of the British Army, celebrated his 100th birthday. Colonel Bower began his military career in 1829.

Recollections of the old China Clippers are revived by the tragic death of Wingham, Kent, on July 6th, of Captain H. W. Browne, formerly of the Challenger and latterly of the Wylo. Capt. Browne, who was 73 years of age, was thrown out of the rig of his friend, Dr. Henry, and received such injuries to the head that death must have been almost instantaneous.

## ITEMS AT THE COURTS.

A Chinaman who was called as a witness at the Court of Summary Jurisdiction this morning was so excited that he could not remember his own name.

The case in which O. E. Owen, proprietor of the Grand Carlton Hotel, sued C. E. Shields for \$300, said to be due for board and residence, was mentioned in the Court of Summary Jurisdiction this morning. Mr. Hinds (from the office of Messrs. Bruton and Hott) saying that the dispute had been settled subject to payment of an agreed amount of costs by Mr. Owen to Mr. Shields.

PROPER TREATMENT FOR DYSENTERY AND DIARRHOEA.  
The great mortality from dysentery and diarrhoea is due to a lack of proper treatment at the first stages of the disease. Chamberlain's Colic, Cholera and Diarrhoea Remedy is a reliable and effective medicine, and when given in its reasonable time will prevent any dangerous consequences. For sale by all chemists and druggists.

## THE COLONY'S REVENUE.

## Increased Liquor Licences.

## Possibilities of the Future.

At a meeting of the Legislative Council this afternoon an important discussion took place on the measures to be taken by the Government for the increase of the Colonial revenue.

The question arose as the result of a resolution proposed by the Hon. Colonial Secretary repealing the existing ordinances under the Liquor Licence Ordinances and substituting therefor a new schedule. He explained that the general principle of the resolution was to practically double the revenue hitherto derived from liquor licences. Advantage would also be taken of the opportunity to make a larger sliding scale in regard to publicans and adjacent licences. This extra revenue was practically necessitated by the fact that for 1910 they could not calculate upon the four lakhs they had received this year on account of the Widows' and Orphans' Fund, and this additional revenue was absolutely necessary without taking into consideration any to be derived from the opium farm.

Hon. Colonial Treasurer seconded.

Hon. Mr. E. Osborne moved an amendment that no intoxicating liquor should be served on any ground floor premises possessing an adjacent licence. He said the object of the resolution proposed was to raise revenue, and his amendment thereto was not put forward in any spirit of hostility towards that object, but solely with a view to securing fair play between those persons who were licensed to sell liquor on the premises of the resolution proposed was to raise revenue, and his amendment thereto was not put forward in any spirit of hostility towards that object, but solely with a view to securing fair play between those persons who were licensed to sell liquor on the premises of the resolution proposed was to raise revenue, and his amendment thereto was not put forward in any spirit of hostility towards that object, but solely with a view to securing fair play between those persons who were licensed to sell liquor on the premises of the resolution proposed was to raise revenue, and his amendment thereto was not put forward in any spirit of hostility towards that object, but solely with a view to securing fair play between those 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## Shipping.

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	T. SAIL ON	REMARKS
SHANGHAI	DEVANHA	About 19th August	Freight and Passage.
LONDON, via UGAL PORTS	CALEDONIA	19th Aug. 1909	See Special Advertisements.
LONDON & ANTWERP	SYRIA	About 25th August	Freight and Passage.

P. & O. S. N. Co.'s Office. E. A. BEWETT, Superintendent.

## CANADIAN PACIFIC RAILWAY CO'S. ROYAL MAIL STEAMSHIP LINE. 'EMPEROR LINE'.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki, through the Island Sea of Japan, Kobe, Yokohama, Victoria, and Vancouver, B.C.  
The only line that maintains a regular scheduled service of 12 DAYS YOKOHAMA TO VANCOUVER.  
31 DAYS HONGKONG TO VANCOUVER.  
SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Prepared Sailings from Hongkong and Quebec.

From Hongkong	From Quebec
EMPEROR OF JAPAN, August 14th.	EMPEROR OF BRITAIN, Friday, Sept. 10.
EMPEROR OF CHINA, Saturday, Sept. 12th.	ALLAN LINE, Friday, Oct. 1.
EMPEROR OF INDIA, Wednesday, Sept. 15th.	EMPEROR OF IRELAND, Friday, Oct. 22.

'Emperor' Steamships leave Hongkong at 6 p.m. and 'Monteagle' at 12 Noon.  
Each Trans-Pacific 'Emperor' connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The 'Emperor of Britain' and 'Emperor of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.  
The 'Emperor' steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.  
Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.  
HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) \$271.10/-  
Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.  
SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.  
Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.  
R.M.S. 'MONTEAGLE' carries only 'One Class' of Saloon Passengers (terminal Intermediate), the accommodation and commissariat being excellent in every way.  
HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.  
Via New York \$243.  
Via Canadian Atlantic Port \$243.  
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D.W. CHADDOCK, General Traffic Agent, Corner Pender Street and Praya (opposite Blake Pier).

## PORTLAND &amp; ASIATIC S.S. CO.

FOR PORTLAND, via MOJI, KOBE and YOKOHAMA.  
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.  
SEIJA ..... 4450 Tons ..... OLAF LIE ..... August 14th, at Noon.  
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to  
S. SILVERSTONE, Agent.

## MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.  
FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

FOR	STEAMERS	CAPTAIN	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	AUSTRALIEN	X.	August 18, p.m.
MARSEILLES, Via Ports	ERNEST SIMONS	GIRARD	August 17, at 1 p.m.
SHANGHAI, KOBE AND YOKOHAMA	POLYNESIEN	Broc	August 30, p.m.
MARSEILLES, Via Ports	TONKIN	CHARBONNEL	August 31, at 1 p.m.

TRANSFERRING of the Co.'s Steamers at SINGAPORE for BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.  
Through Tickets to London, via PARIS, from £27.10 up to £71.10. 20 hours railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles.  
For further particulars, apply to  
P. de CHAMPORIN, Agent, QUEEN'S BUILDING.

## HAMBURG-AMERIKA LINIE, HAMBURG.

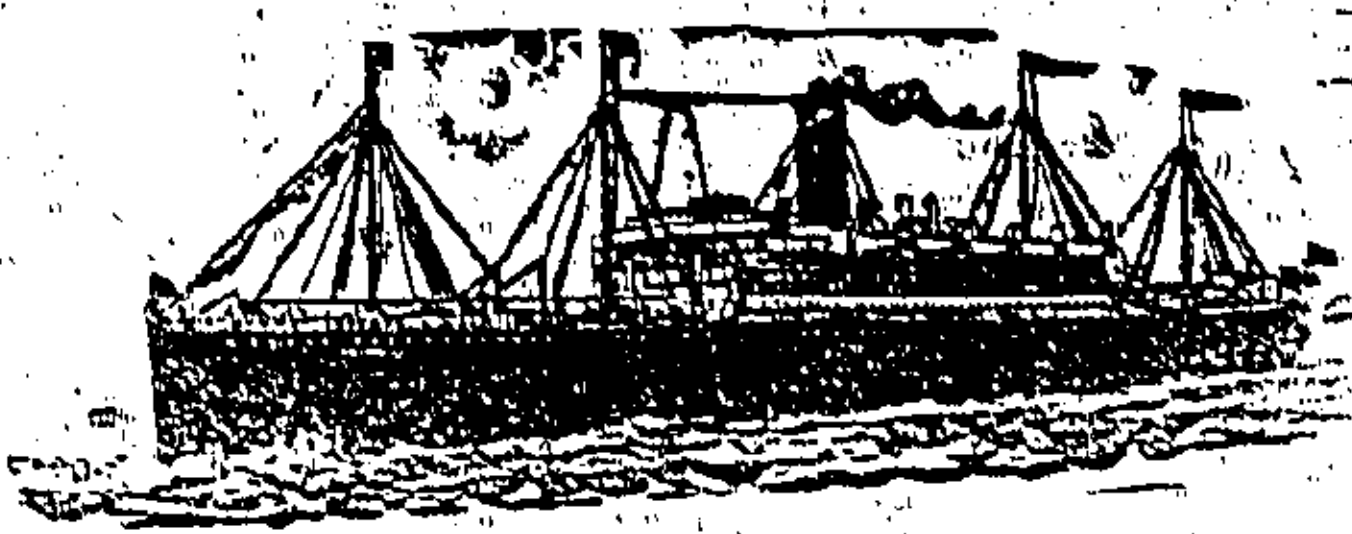
FAST-ASIATIC FREIGHT SERVICE. REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES, To HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.  
TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, London, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.  
Also via Aden or Port Said, by the Company's 'Arabian and Persian Service' to Arabian and Persian Gulf Ports.  
NEXT SAILINGS FROM HONGKONG.

Outward	Homeward
For Kobe & Yokohama	For Havre & Hamburg
S.S. SEIZA ..... 14th Aug.	S.S. SLAVONIA ..... 18th Aug.
For Shanghai, Yokohama & Kobe	For Bremen & Hamburg
S.S. C. FRED. LAEISZ ..... 19th Aug.	S.S. ANDALUSIA ..... 1st Sept.
S.S. AMERICA ..... 30th Aug.	For Marseilles, Havre & Hamburg
S.S. NICOMEDIA ..... 12th Sept.	S.S. SAXONIA ..... 2nd Sept.
S.S. LIBERIA ..... 18th Sept.	For Havre & Hamburg
	S.S. SEIZA ..... 14th Sept.
	For Antwerp, Rotterdam & Hamburg
	S.S. ARARA ..... about 10th Oct.

For Further Particulars, apply to  
HAMBURG-AMERIKA LINIE Hongkong Office

## Shipping.

## PACIFIC MAIL S.S. COMPANY, TOYO KISEN KAISHA. U.S. MAIL LINES.



## SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES, 1909.
* MONGOLIA ..... 27,000 Tons	SATURDAY, 28th Aug., at Noon
* TENYO MARU ..... 21,000	FRIDAY, 3rd Sept., at Noon
* KOREA ..... 18,000	SATURDAY, 11th Sept., at Noon
* NIPPON MARU ..... 11,000	SATURDAY, 26th Sept., at Noon
* SIBERIA ..... 9,000	FRIDAY, 1st Oct., at Noon
* MANCHURIA ..... 27,000	SATURDAY, 15th Oct., at Noon
* CHIO MARU ..... 21,000	FRIDAY, 22nd Oct., at Noon

\* Twin Screws. \* Triple Screw Steamer.

Fares: Hongkong to London £71.10.0. including Berth and Meals across America.

INTERMEDIATE SERVICE.  
Asia ..... 9,500 Tons, TUESDAY, 17th August, at Noon.  
China ..... 10,200 Tons, SATURDAY, 9th Oct., at Noon.  
The s.s. ASIA will leave for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Yokohama and Honolulu, on TUESDAY, August 17th, at Noon.  
The fine Mail Steamers ASIA and CHINA carry Intermediate passengers only, affording superior accommodation for that class.  
Hongkong to London via Canadian Atlantic Ports ..... £43.  
via New York ..... £45.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of the Chinese and Japanese Governments.  
Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passages and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier).  
S. SILVERSTONE, Agent.

## NIPPON YUSEN KAISHA, (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909.
MARSHALLS, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	AWA MARU, Capt. A. Keith, Tons 6500	WEDNESDAY, 18th Aug., at Daylight
VICTORIA, B.O. & SEATTLE, Via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU AND YOKOHAMA.	TAMBA MARU, Capt. C.H. Butler, Tons 6500	WEDNESDAY, 1st Sept., at Daylight
SYDNEY AND MELBOURNE, Via MANILA, THUNDER BAY, TOWNSVILLE, BRISBANE, ADELAIDE, FREMANTLE & PERTH.	* KAGA MARU, Capt. M. Hagino, Tons 6500	TUESDAY, 17th Aug., at 4 p.m.
BOMBAY AND COLOMBO.	* SHINANO MARU, Capt. K. Kawara, Tons 6500	TUESDAY, 14th Sept., at 4 p.m.
KOBE & YOKOHAMA.	* NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 3rd Sept., at Noon
SEANGHAI, MOJI & KOBE.	* KUMANO MARU, Capt. M. Winkler, Tons 6000	FRIDAY, 1st Sept., at Noon
NAGASAKI, KOBE AND YOKOHAMA.	* BOMBAY MARU, Capt. W. A. Evans, Tons 5000	FRIDAY, 20th Aug., at 5 p.m.
	* KANAGAWA MARU, Capt. J. Nagai, Tons 6500	FRIDAY, 27th Aug., at 5 p.m.
	* MIYAKI MARU, Capt. T. Mura, Tons 9000	Aug., at 5 p.m.
	* TAKASAKI MARU, Capt. A. Mocker, Tons 5900	TUESDAY, 24th Aug., at Noon
	* KUMANO MARU, Capt. M. Winkler, Tons 6000	WEDNESDAY, 1st Sept., at Noon

\* Fitted with new system of wireless telegraphy. \* Cargo only.

## EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, COLOMBO, SUEZ AND PORT SAID.  
The Company's Newly Built 4000 Tons Passenger Steamers will be despatched from Hongkong as follows:-  
Mishima Maru (Capt. A. E. Moses) About Wed., 25th Aug.  
Atsuta Maru (Capt. Wm. Thompson) About Wed., 22nd Sept.  
Miyasaki Maru (Capt. W. B. Inbridge) About Wed., 20th Oct.  
Kitano Maru (Capt. F. E. Cape) About Wed., 17th Nov.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS; BETWEEN HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 4 MONTHS

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st class \$120	\$110	\$100	\$90.	
2nd class \$80	\$70	\$60	\$50.	

With option of Rail between calling ports in Japan.  
For further particulars, apply to  
T. KUSUMOTO, Manager.

## MIYASAKI &amp; CO., COAL MERCHANTS.

HEAD OFFICE: SAKAYACHU, KOBE, JAPAN.  
BRANCHES: NINGBO, SHANGHAI, SHIMIZU, YOKOHAMA, JAPAN AND HONGKONG.  
CABLE ADDRESSES: MIYASAKI, applying to Head Office and Shimizu branch. YUTAKA applying to Hongkong Branch only.  
The Head and Branch Offices will receive any Order for  
JAPAN COALS.  
Y. KURO, MANAGER, HONGKONG, 4th Floor, No. 2 CONNAUGHT ROAD.  
Telephone 724

## SUBSIDISING OF GRAVING DOCKS FOR NAVAL USE.

A question which came up for a considerable amount of discussion in the House of Commons recently had reference to the subsidising of new privately-owned graving-docks, in order to ensure that they will be adequate for Admiralty requirements, and available when needed in an emergency. It is known that negotiations have been in progress between the Admiralty and the Great Central Railway regarding the adaptation of a graving-dock about to be built at the new Inmingham Harbour on the Humber, and there have been four or five also with two or three representative shipbuilding firms on the Tyne regarding the construction of a dock on that river. The First Lord of the Admiralty indicated that the price asked precluded the Admiralty from considering the Humber proposal, as they must always have regard to the interest of the tax-payers' even in supplying the need for large docks. At the same time, he assured the House that the Admiralty would always keep an open mind and would be ready to do business on fair terms. The Civil Lord, however, carried the case further, because he indicated that the negotiations had fallen through as the cost was prohibitive, since they could make two, if not three, floating docks for the money required to construct a dock suitable for Admiralty purposes at Inmingham. We do not profess to have any special knowledge as to the terms asked, either by the projectors of the Inmingham Dock or of that upon the Tyne, but we fear that a somewhat narrow view has been taken by the Admiralty in this matter. There is some basis for this assumption; as the Civil Lord contended that it might be well worth the while of the great shipbuilders on the Tyne to construct a graving-dock which would hold the largest ship, considering the fact that on the Tyne there was such an important and busy shipbuilding community. As a matter of fact, there already exists on the Tyne a dock which meets the necessities of the builders even of Dreadnoughts, and the dock proposed for Inmingham will meet the normal needs of the commercial harbour for many years. The Admiralty wants are far in advance of the ordinary requirements of even a warship building firm. A dock such as that which now exists at Hobburn-on-Tyne, is quite capable of taking a battleship preparatory to her trial, with 2 ft. or 3 ft. of water to spare over the sill, for the reason that the vessel, while yet in the builder's hands, is without her war stores, and need never be fully laden except with water-ballast, which is easily removable for docking. On the other hand, the Admiralty does not contemplate the spending of money on a dock with a less depth than would take a ship in a waterlogged condition. In our previous article we pointed out that temporary repairs might easily and quickly be made to a warship or damaged ship, even without the vessel entering the dock. It would, however, be false economy to complete a dock which had not a depth of water of 35 ft. over the sill, whereas commercial requirements even in a warship-building port do not call for docks with a greater depth over the sill than 30 ft., or at most 32 ft. The increase may only be 10 per cent, and to the uninitiated it might be thought sufficient to grant a subsidy on such a basis. But a little reflection, on the part even of the layman, will suffice to show that it is the last 5 ft. or 6 ft. in depth which involves the heaviest cost. Not only does the rate of cost of excavation and handling of the material advance rapidly with increasing depth, but the pressure to be compensated for in the building of the invert and the side walls of the dock is considerably greater, so that more material and heavier responsibility are incurred. Again, the increased capacity very materially adds to the volume of water to be pumped, and therefore to the capacity of pumps and working costs, every time it has to be done, whether the vessel accommodated be a coaster, liner, or battleship. Thus not only are the capital charges augmented out of all proportion to the increase in depth or width of the dock, but the working charges are greatly enhanced. The Government must therefore be liberal with their subsidy before the dock-owners can be justified in augmenting the dimensions of their works to suit the exceptional requirements of the Admiralty; and although Mr McKenna is right in his contention that the interests of the tax-payers must be considered, the responsibility of deferring a decision which leaves us without a single dock between the English Channel and the "North About Passage" is a still more serious consideration.—Engineering.

## Shipping.

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MOJI	CHUNSHANG	SATURDAY, Aug. 14, at 4 p.m.
SHANGHAI	KWONGSANG	TUESDAY, Aug. 17, at Noon
SHANGHAI	CHOWSANG	THURSDAY, Aug. 19, at 3 p.m.
MANILA, YOKOHAMA, YOKOSUKA	FOOKSANG	FRIDAY, Aug. 20, at 4 p.m.
KOBE & MOJI	FOOKSANG	TUESDAY, Aug. 24, at Noon
SINGAPORE, PENANG, AND CALCUTTA	KUTSANG	TUESDAY, Aug. 31, at 3 p.m.

RETURN TOURS TO JAPAN, OCCUPYING 24 DAYS.  
THE steamers Kutsang, Namang and Fooking leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.  
These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified Surgeon is also carried.  
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.  
Taking Cargo on Through Bills of Lading to Yangtze Ports, Chetoo, Tientsin & Newchwang.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd., General Managers.  
Telephone No. 61.

## CHINA NAVIGATION CO., LD. CHINA.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI & CHINKIANG	KALANG	August 14, Daylight
BATAVIA, SAMARANG & SOERABAYA	SEA WINGS	August 14, at 4 p.m.
SHANGHAI	LIAN	August 15, Daylight
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE, with transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE & PERTH	CHANGSHA	August 19, at 4 p.m.
SHANGHAI	CHINEVA	August 19, at 4 p.m.
NEWCHOWANG	KWANGYANG	August 21, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.  
S.S. 'LINTAN' and S.S. 'SAUND'.  
AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.  
MANILA TWIN SUREW STEAMERS & TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.  
FAST SCHEDULE TWIN SUREW STEAMERS—(S.S. Anhui, Chennan, Lianan, Chinnan, with excellent passenger accommodation, Electric Light throughout and Electric Fans in State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.  
FARES INCLUDING WINES—\$45.00 Single. \$90.00 Return.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Telephone No. 86.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

TRANS-PACIFIC SERVICE  
Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY  
AND  
THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.  
(The only direct train service, without transshipment, also shortest and fastest route) from the Pacific Coast to CHICAGO.  
Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.  
For  
Steamers Tons Leaves  
TACOMA, Via KEELUNG, SEATTLE MARU, (gross reg.)  
SHANGHAI, MOJI, KOBE, 6,178 Saturday, 28th Aug.  
SHIMIZU & YOKOHAMA Capt. ....  
The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.  
For  
Steamers Leaves  
SWATOW, AMOY & TAMSUI, DAIJOI MARU, (gross reg.)  
ANPING, via SWATOW AND SUSHU MARU, (gross reg.)  
AMOY, via SWATOW AND SUSHU MARU, (gross reg.)  
SWATOW, AMOY & TAMSUI, DALIN MARU, (gross reg.)  
A special reduction of 20% on 1st and 2nd Class Fares to Foochow will be made during the months of August and September.  
Fair speed. Superior passenger accommodation. Electric light throughout.  
First-class cuisine.  
The newly built steamers: 'KOSHUEN MARU' and 'BURYU MARU'—First-class cabins—AMIDSHIP.  
For information of Freight, Passage, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.  
T. ARIMA, Manager.  
Hongkong, June 22, 1909.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGERS, GIBRALTAR, BOUTHAMP, TON, ANTWERP & BREMEN	GOEBEN, Capt. B. Wilhelm.	WEDNESDAY, 24th Aug., at Noon.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	DERFFLINGER, Capt. E. Zacharias.	About THURSDAY, 26th Aug.
MANILA, YAP, NEWGUINEA, BRISBANE, SAMARAI, SYDNEY AND MELBOURNE	COBLENZ, Capt. H. Raesener.	FRIDAY, 13th August, at Daylight.
YOKOHAMA AND KOBE	PRINZ WALDEMAR, Capt. F. Locke.	About FRIDAY, 21st Aug.
KUDAT AND SANDAKAN	BORNEO, Capt. F. Memill.	SUNDAY, 15th Aug., at 3 a.m.

For Further Particulars, apply to  
Norddeutscher Lloyd, MELOHRS & CO., General Agents, Hongkong & China.

## Dentistry.

DR. CHAS. FONG, DENTIST, 34, QUEEN'S ROAD CENTRAL, ROOM NO. 3, FIRST FLOOR, (OPPOSITE POST OFFICE).  
American graduate with twenty years experience the practice of Dentistry specialist for treatment of teeth.  
Hongkong, April 16, 1909.  
DR. HARRY FONG, AMERICAN TRAINED DENTIST, 41, QUEEN'S ROAD CENTRAL, Hongkong, November 18, 1908.  
S. I. E. T. M. G. Surgeon-Dentist, No. 14, D'ARCY STREET, TERMS VERY MODERATE. Consultation Free.



## Shipping.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES &amp; LONDON,

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamer	Tons	Leave	Connecting Steamer	Due	Due
to		from	to	at	at
Colombo		Hongkong	Marineville & London	2 days earlier	1 day later
Steamer	Tons	Leave	Steamer	Tons	Leave
ARCADIA	7000	Feb. 5	MANTUA	11000	Saturday, March 5
ASSAYE	7500	Feb. 19	CHINA	8000	March 19
DELTA	8000	March 5	MALWA	11000	April 5
MACE DONIA	10500	March 19	(Through steamer)		April 19
DEVANHA	8000	April 5	MONGOLIA	10000	April 30
ASSAYE	7500	April 19	MAREMORA	10500	May 14
DELTA	8000	May 5	MOBEA	11000	May 23
DELHI	8000	May 19	MOOLTAN	10000	June 12

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.  
Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.FARES TO LONDON (Including Surtax):  
1st Saloon.....£71.10 Single. £108.14 Return.  
2nd ".....£48.8 " £72.12 "

In addition to the above Mail Steamers the following:-

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due
	Hongkong	London
* SYRIA	about	about
* SUMATRA	January 26	March 12
* NYANZA	February 9	March 26
* SUNDA	February 23	April 9
* KALTA	March 6	April 23
* SARDINIA	March 20	May 6
* NOBE	April 3	May 20

These Steamers call also at Singapore, Penang, Colombo, and at Marseilles.

FARES TO LONDON (Including Surtax):  
1st Saloon.....£58.0 Single. £82.10 Return.  
2nd ".....£38.10 " £57.4 "

\* Carry 1st and 2nd Saloon Passengers.

For further particulars, Apply to

E. A. HEWETT,

Superintendent.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamer	Tons	Captain	For	Sailing Date
ZAFIRO	2540	R. Rodger	Manila	SATURDAY, Aug. 14, at Noon.
RUBI	2540	W. R. Almond	Manila	SATURDAY, Aug. 21, at Noon.

For Freight or Passage, apply to

Shewan, Tomes &amp; Co., General Managers.

## THE EASTERN &amp; AUSTRALIAN MAIL SERVICE.

## TO AUSTRALIA.

MAIL SCHEDULE.

(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG	LEAVE HONGKONG
	FROM AUSTRALIA	FOR AUSTRALIA
ALDENHAM	August 21	23rd August, at Noon.
EMPIRE	Sept. 21	15th Sept., at Noon.
EASTERN		13th Oct., at Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON &amp; CO.,

Agents.

Hongkong, November 2, 1908. 1497

## JAVA-CHINA-JAPAN L.I.J.N.

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	ESTIMATED OF OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP	JAVA	First half of August	SHANGHAI	First half of August
TJIBODAS	JAPAN	Do.	JAVA	Do.
TJILIWONG	JAPAN	Second half of August	JAVA	Second half of August
TJIMAH	JAVA	First half of Sept.	SHANGHAI	First half of Sept.
TJIKINI	JAVA	Do.	JAPAN	Do.
TJIPANAS	JAVA	Second half of Sept.	SHANGHAI	Second half of Sept.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Northern-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN L.I.J.N.

YORK BUILDINGS, 1st Floor. TELEPHONE No. 375. 1307

## INDRA LINE, LIMITED.

FOR NEW YORK.

This Steamship INDRAWADI, Captain W. GRAY WILLIAMS, will be despatched at about 31st August. For Freight or Passage, apply to JARDINE, MATHESON &amp; Co., Ltd., Agents. Hongkong, July 14, 1909. 039

## THE BACK DOOR.

A SKETCH OF WHAT MIGHT HAPPEN.

Reprinted from the 'CHINA MAIL.'

To be had at the 'CHINA MAIL' Office, 5 Wyndham Street.

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## Shipping.

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HAITAN	SWATOW, AMOY & FOCHOOW.	TUESDAY, 17th Aug., at 2 p.m.
HAITYANG	SWATOW, AMOY & FOCHOOW.	FRIDAY, 20th Aug., at 2 p.m.

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Hongkong, November 17, 1908. 118

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## THE AMERICAN AND ORIENTAL LINE.

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The Steamer WELSH PRINCE, will be despatched for the above ports on SATURDAY, the 14th August, 1909.

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ARNHOLD, KARBURG &amp; CO.,

Agents. Hongkong, July 1, 1909. 853

## FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamer GREGORY APAR, Captain S. H. BRISTOL, will be despatched for the above ports on TUESDAY, the 17th inst., at 3 p.m.

For Freight or Passage, apply to

D. SASSOON &amp; Co., Ltd.,

Agents. Hongkong, August 11, 1909. 1011

## COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

The Company's Steamship AUSTRALIAN, will be despatched for the above ports on or about WEDNESDAY, the 18th August, P. M. DE CHAMPAGNE, Agent. Hongkong, August 11, 1909. 1018

## FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamer LIGHTNING, Captain A. E. GENTLE, will be despatched for the above ports on THURSDAY, the 19th inst., at 3 p.m.

For Freight or Passage, apply to

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This Steamer has capital accommodation for passengers, Electric Light, and carries a Doctor.

For information as to Passage and Freight, apply to

SANDER, WIELER &amp; Co.,

Agents. Hongkong, July 29, 1909. 992

## SHIRE LINE OF STEAMERS, LTD.

FOR MARSEILLES, LONDON AND LEITH.

The Steamer OARNAVONSHIRE, Captain INGRAM, will be despatched as above on or about 26th inst.

For Freight, apply to

JARDINE, MATHESON &amp; Co., Ltd.,

Agents. Hongkong, August 2, 1909. 971

## CHARGEURS REUNIS CO.

FRENCH STEAMSHIP COMPANY.

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For further particulars, apply to

MESSAGERIES MARITIMES, Agents at Hongkong. 517

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## NORDEUTSCHER LLOYD, BREMEN.

## NOTICE.

FOR KUDAT &amp; SANDARAN.

Taking Cargo at Through Rates to TAWAO, LAHAD DATU, LABUAN, JOLO &amp; MENADO.

THE Steamship HORNEO, Captain F. SHANLEY, ready to load on Friday afternoon, will leave on SUNDAY, the 15th inst., at 9 a.m.

For Freight or Passage, apply to

NORDEUTSCHER LLOYD, MEYERHOF &amp; CO.,

General Agents. Hongkong, August 12, 1909. 1017

## Notice to Consignees.

NOTICE TO CONSIGNEES.

THE PENINSULAR &amp; ORIENTAL STEAM NAVIGATION CO.'S STEAMER HORNEO.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon where each Consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 8 Hours.

Goods not cleared by the 17th inst., at 4 p.m., will be subject to rent stored at the Godowns.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at the appointed hour, and claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, August 11, 1909. 1010

## IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship BUELOW, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and placed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 17th of August, will be subject to rent.

All Broken Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 17th of August, at 9.30 a.m.

All claims must reach us before the 21st of August, 1909, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MEYERHOF &amp; CO., General Agents.

Hongkong, August 10, 1909. 1008

## AMERICAN &amp; MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK &amp; SINGAPORE.

The Steamship KARONGA, Captain LESLIE, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignee's risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 18th inst., at 3 p.m.

No claims will be presented within 10 days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by SHEWAN, TOMES &amp; CO., Agents.

Hongkong, August 9, 1909. 998

## SOUTH MANCHURIA RAILWAY

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## NORTH-BOUND.

Leave—Shanghai (Steamer)	Arrive—Dairen	Thursday	Saturday or Sunday
Ar.—Makdon	11 a.m.	Saturday	Monday or Tuesday
Ar.—Changchun	8.15 p.m.	Sunday	Tuesday
Ar.—Harbin (Russian Train)	5 a.m.	Monday	Wednesday
Ar.—Dairen (Steamer)	6.55 a.m.	Tuesday	Thursday
Ar.—Shanghai (Steamer)	2.30 p.m.	Wednesday	Friday

Connecting at Harbin with State Express Wagon-Lite for Moscow. State Express for Moscow. State Express for St. Petersburg.

## SOUTH-BOUND.

Leave—Harbin (Russian Train)	Arrive—Changchun	Leave—Changchun	Arrive—Dairen	Leave—Dairen	Arrive—Shanghai
Ar.—Changchun	9 a.m.	Ar.—Changchun	0 p.m.	Ar.—Dairen	7 p.m.
Ar.—Makdon	7 p.m.	Ar.—Makdon	2.10 a.m.	Ar.—Dairen	2.30 a.m.
Ar.—Dairen	12.30 p.m.	Ar.—Dairen	12.30 p.m.	Ar.—Shanghai	afternoon.

\* Russian Train time is 23 minutes earlier than S. M. R. time.

TICKET AGENCIES—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car &amp; Express Trains Co. and Messrs. Thos. Cook &amp; Son.

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Hongkong, April 30, 1909. 834

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Hongkong, October 2, 1908. 1329

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Hongkong, September 2, 1908. 1214

## KINGSCLERE PRIVATE HOTEL.

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Hongkong, September 1, 1908. 1208

## VICTORIA HOTEL.

SEAMEEN, CANTON.

Manager, Mr. H. HAYNES. Telephone Address: 'VICTORIA' Station.

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